

AERONCA CHAMP N85433-4173 (CONT A65-8)

PREFLIGHT

COCKPIT

- Controls free
- Radio, Intercom and Transponder- OFF
- Magnetos - OFF
- Fuel - ON
- Visual check of instruments
- Fuel tank and hoses
- Brakes
- Rudder pedal tube
- Seat belts

RIGHT WING

- Wing root fairing
- Step back and check the top of the wing for rips or tear in the fabric, or any other abnormality (ice, dirt, etc.)
- Trailing edge

AILERON

- Check the four (4) attachment points
- Ensure all nuts, bolts and cotter pins are in place and in good shape
- Aileron control
- Check nuts, bolts and cotter pins both above and below the wing
- Check for movement
- Wing tip
- Wing movement - grasp the wing tip and move the wing fore-aft and up-down, ensure there is no unusual movement, watch the landing gear

STRUTS

- Bolts and lock nuts are in place
- Attachment to the wing, cross members, fuselage
- Leading edge
- Check pitot tube and make sure it is clear

LANDING GEAR

- Bolts, nuts, tires, and brake cables
- Check strut to wheel cable
- Check fabric for damage

ENGINE & NOSE

- Check fuel level
- Gas cap on secure
- Drain valve
- Check fuel for water and dirt
- Bird nests, no FOD
- Oil 3.5 to 4 quarts
- No leaks
- Wires – plug, mags
- Cowling securely attached, general condition
- Transponder antenna
- Cooling intake
- Air intake - check filter

PROPELLER

- Check leading edge for dents, cracks or damage
- Tug or pull to ensure it is on
- Tap both ends to compare musical notes
- Check spinner security
- Exhaust pipes
- Grab and check for movement

LEFT WING

- Repeat checks made to right wing
- VHF antenna

RIGHT FUSELAGE

- Check for fabric damage

ELEVATOR

- Check the two (2) attachment points, nuts, bolts and cotter pins
- Check for loose movement
- Check tension and attachment on four (4) elevator wires (both elevator and rudder)
- Check trim for wire tension

RUDDER

- Check the two (2) attachment points, nuts, bolts and cotter pins
- Check control wires for looseness
- Check for loose movement

TAIL WHEEL

- Check rubber, springs, nuts and bolts

LEFT FUSELAGE

- Check for fabric damage
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BEFORE ENGINE START

- Logs – OIL ADDED, Note Tach time
- Intercom, Radio, Transponder - OFF.
- Throttle - CLOSED.
- Magnetos - OFF.
- Fuel - ON.
- Carburetor Heat - OFF.

CAUTION: DO NOT let the airplane roll as the starter is standing near the propeller !

ENGINE START

- Seatbelt fastened.
- Brakes - ON.
- Stick - AFT.
- Area - CLEAR.
- Prime - AS REQUIRED.
- Magnetos - BOTH.
- Engine - START.
- RPM – 1000 rpm
- Oil Pressure – INDICATION (15-30 psi) within 5 secs

BEFORE TAXI

- Intercom - ON.
- Radio - ON.
- Brakes - CHECK.
- Taxi

BEFORE TAKEOFF

- Controls - CHECK.
- Pitch Trim - SET.
- Instruments – CHECK (Altitude set).
- RPM – 1,500 indicated
- Magnetos – CHECK (max 50 rpm drop).
- Carburetor Heat – CHECK.
- Oil Temperature - CHECK.
- Oil Pressure - CHECK.
- RPM - IDLE.
- Seatbelts - FASTENED.
- Door- CLOSED.
- Transponder – AS NEEDED.

TAKEOFF

- Power - FULL.
- RPM - CHECK.
- Climbout - 60 MPH.
- Cruise RPM – 2150 (4.5 gph)
- Trim as needed

LANDING

- Fuel - ON.
- Primer – LOCKED.
- Carburetor Heat - ON BELOW 2,000 RPM.
- Approach speed – 60 mph

AFTER LANDING

- Carburetor Heat - OFF.
- Transponder – OFF.

SHUTDOWN

- Intercom/Radio - OFF.
- Magnetos - OFF.
- Fuel - ON.
- Cockpit - CLEAN and NEAT, Stick tied
- Logs – ENGINE HOURS
- Tie down
- DOUBLE CHECK AND REFUEL THE AIRCRAFT !

AIR SPEEDS

Clean Stall – 38 mph
Vx – Best Angle of Climb – 50 mph
Vy – Best Rate of Climb – 60 mph
Best Glide – 60 mph
Maneuvering Speed – 95 mph
Never Exceed – 129 mph

Empty Weight - 791.4 lb
Useful load – 428.4 lb
With full tank – 353.4 lb
C. G. 16.1 in. (C.G. Range from Spec A-759-1 (14.1 to 17.9))
Since empty C.G. falls within range no further computations are necessary.
18 June 2003